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road, but as long as they do they must obey orders and handle Pullman cars if they are told to. If they quit, as they have a right to, they must not interfere in any manner with the property or operation of the road or with men employed to take their places. They cannot throw up their job and hold it too. This is the lesson that all strikers need to learn.

THE PITIABLE POSITION OF SENATOR VOORHEES.

Until Thursday Senator Voorhees has scarcely been heard in the Senate since he gave his word to the country that he had never heard of the compromise tariff bill which Senator Aldrich declared was being prepared in secret. That was weeks ago. Ten days after the compromise tariff bill, which contained four hundred amendments to the bill which Mr. Voorhees had reported from the finance committee to the Senate, was reported by the ex-confederate, Mr. Voorhees passed to the rear and Vest, Harris and Jones came to the front. On Thursday Senator Voorhees reappeared and jumped into the fight. He has been silent while the wool growing, the lumber and the agricultural implement industries were stricken down, but when the Whisky Trust's interests were at stake he became their champion. Of all the revenue bill it was the only portion in which he was personally interested. He was not its author, but he was the Senator who undertook to carry through the Senate the bill which the Whisky Trust had devised to give it control of the business. No portion of the revenue bill, not even the Sugar Trust schedule, is more infamous. On Thursday he fought it through the Senate with the exception of the clause postponing its operation two months. It makes the tax \$1.10 a gallon, which is equivalent to putting 20 cents a gallon upon the price of the millions of gallons the trust has in its bonded warehouses. It gives the trust eight years in which to pay its tax upon a system of shrinkage from year to year, which puts a premium upon postponing the payment of the tax while the spirits ripen, so that a tax of \$1.10, in the course of four or five years, amounts to not much more than half that figure. It is a proposition which, if the correct title was put over it, would read "a bill to defraud the treasury of the tax on spirits." No one will accuse Senator Voorhees of performing this service for the Whisky Trust for money. He is not venal in that sense. But good fellowship and a sense of favors received from the agents of the Whisky Trust, two of whom are his townsmen, have put him in a position where he has felt that he must do what he can for the trust, and Mr. Voorhees never does things by halves. It may not be known who are the special Senators of the Sugar Trust, but Mr. Voorhees holds that unenviable relation to the Whisky Trust.

ATTORNEY-GENERAL OLNEY'S ORDER.

The instructions of Attorney-general Olney to the United States officers in California to consider all trains carrying mails as mail trains, and to arrest and proceed against those who interfere with their running for conspiracy, will have a tendency to check the ardor of those ill-advised men who have made haste to obey the decree of Dictator Debs. The order is a sensible one. To run mail cars through the country without the cars attached which the public demands in traveling would be to run them at a great loss. To enable a railroad to contract to haul a certain number of mail cars at certain periods, the managers have counted upon the revenues which will be derived under ordinary circumstances from regular passenger and Pullman coaches and express cars. When, from any cause, the railroad company does not receive this patronage, the mail car will be run at a loss. If it were the fault of the company the government could compel it to transport the mails, but when the failure should be due to the interference of combinations like that of Mr. Debs the government could not reasonably insist upon having its mail cars run at a loss. Having power to insist upon the carrying of its mails, and it being a felony by law to interfere in any manner with their transportation, the government's right is clear to insist that they shall be transported in trains which will enable the railroads to earn the money sufficient to pay running expenses.

THE ETHICS OF STRIKES.

The inability or unwillingness of workmen to recognize the position which they assume when they go on strike makes it necessary to iterate and reiterate the ethics of the question. These are embodied in two propositions. First, the right of every man, peremptorily and absolutely, to quit any work or throw up any job to which he is not bound by contract is unquestionable. To deny this right would be to create a species of slavery which could not be tolerated. No man in this country can be compelled to remain in the service of an employer, or under a foreman, whom he dislikes, to accept wages that he considers inadequate for his labor, or to work longer hours than he is willing to. For these or any other cause he may quit work. In short, he may strike, either personally or along with others, as an individual or as a member of an organization, of his own motion or subject to orders. The right to strike is as unquestionable as the right to breathe.

THE INTEREST OF THE EMPLOYEE.

There is one feature of the Debs hold-up which intelligent railroad employees—and the most of them are sensible men—ought to appreciate. It is that these are hard times for railroads as well as all other industries. The receipts of all roads are a large per cent. below those of 1892 and the first months of 1893. Many of them are having hard times to make both ends meet. In the last year thousands of miles of roads have been placed in the hands of receivers because they have been unable to pay running expenses and interest on the bonded debt. Many of them have been forced to reduce the wages of employees. Under such conditions, more than in times of prosperity, the self-interest of the employee should lead them to oppose any interruption of business which shall occasion loss to the companies. This is a season when

much perishable merchandise is being shipped through the country. Already the interruption of trains in Chicago and cities West has compelled the laying off of freight trains, many laden with perishable goods, for which the railroads may be compelled to pay if not delivered promptly and in good condition. The risk of non-delivery will also tend to prevent shippers from offering goods of this character and railroads from taking them, resulting in loss to both. Traffic will naturally be withdrawn, as merchants will not order goods which run the risk of delay in delivery. These and like influences will cause a shrinkage in the receipts of railroads at a time when traffic and travel are light—a fact so plain that every man who will consider the matter a moment must see it. When business is good there is little trouble about wages. When business falls off 25 per cent. or more, companies either reduce wages or discharge employees to curtail expenses. Employees cannot prosper when the companies have light receipts. Consequently, employees should think a long time before enlisting under Debs and Howard to interfere with the running of trains and curtail the earnings of the roads which afford employment and pay wages.

THE FOLLY OF THE STRIKE.

A cartoon in a Chicago paper illustrates at a glance the folly of the present rail-way boycott. It represents the strikers as hurrying their missiles past the man at whom they are aimed, never touching him, but hitting the railway companies and the public. This is the situation in a nutshell. The boycott of the Pullman cars does not hurt the Pullman company at all. The only persons hurt are the railroad companies, against whom the strikers do not allege any grievance, and the public. The Illinois Central Railroad Company, which is noted for fair and liberal treatment of its employees, has issued a notice to them from which the following is an extract:

The contract with the Pullman company made June 1, 1891, requires this company to haul Pullman cars on its trains for a term of years, and this company would be responsible for any loss or damage sustained by the Pullman company if the contract were not carried out. The Pullman company, therefore, would not be that of the Pullman company, against which a strike is claimed, but of the Pullman company. Moreover, we cannot legally refuse to furnish regular accommodations to the traveling public, and we are dependent upon the Pullman company for the transportation of its passengers. The Pullman company, therefore, is not a company or conference with its officers is calculated to embarrass not only the company but the public and can have no satisfactory result to any party concerned.

This company knows of no reason why its employees should quit their work and benefit the Pullman company by forcing it to violate its contract, made several years ago with the Pullman company, and is dependent upon the Pullman company for the transportation of its passengers. The Pullman company, therefore, is not a company or conference with its officers is calculated to embarrass not only the company but the public and can have no satisfactory result to any party concerned.

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the Wilson committee—originally reported their bill with a tax on sugar and the whisky tax, nearly as objectionable, as reported in the Senate by Mr. Voorhees and adopted on Thursday. Mr. Wilson made a fight for a tax on sugar, but was beaten in a vote on the schedule because all of the Republicans and a minority of the Democrats voted against his proposition and for free sugar. The proposition to extend the bonded period for spirits was in the original Wilson bill, but was beaten on a separate vote in the House because all the Republicans voted against it. These are facts to be remembered.

The Pennsylvania Democratic platform "deplores, condemns and deprecates" everything in sight except President Cleveland. When the President is reached, all of the pent-up flood of admiration is poured, of which the following is a sample:

We declare that the consistent, courageous and inflexible determination of a Democratic President to maintain the credit of the government terminated a financial panic, restored confidence and composed disturbed values.

If one did not know that the above was prepared by the Cleveland dispenser of patronage in Pennsylvania, he would conclude with Nasby that it was intended to be "sarkasm." "Composed disturbed values" is excellent. When a man is thoroughly and systematically killed by every sort of contrivance for killing, he may be said to be "composed," and so of values. Webster defines "composed" as "calm, quiet," and if there is any one thing in the world that is "calm" and "quiet," it is values. This state of affairs, according to the Democratic platform makers in Pennsylvania, is due to the "consistent, courageous and inflexible determination of a Democratic President." And the Democratic platform speaks the truth as to the cause of the death-like calmness of values.

As the conference committee to which the patchwork tariff bill will soon be committed will hardly be able to agree on a report that will be approved by both houses, perhaps it could not do better than report the following from the Democratic national platform of 1872:

"Recognizing that there are in our midst honest, but irreconcilable, differences of opinion with regard to the respective systems of protection and free trade, we submit the discussion of the subject to the people in their congressional districts, and to the decision of the Congress, which will be wholly free from executive interference or dictation."

As this was Democratic doctrine in 1872 it may be called time-honored, and certainly there never was a more suitable time to remit the tariff question to the people than, the present, when Congress and the President are notoriously misrepresenting their wishes. If the conference committee will report in favor of and Congress and the President will approve this disposition of the subject, it will set the wheels turning in thousands of factories that are now idle.

June 30 ends the fiscal year of the government, all accounts being kept and books balanced with reference to that date. Revenues and expenditures are cut short off at this date, and from and after to-morrow all transactions relate to a new fiscal year. Not a dollar of any appropriation for the fiscal year ending to-day can be used for any purpose during the year beginning to-morrow, only the new appropriations being available. Among the new laws which take effect July 1 is one abolishing the postal note, which has proved to be more of an annoyance than a convenience, apt to be lost in transmission and impossible to trace. The money orders to be issued from and after next Monday will be different in color, size and shape from those now in use, and the rates of fees charged for issuing them will be considerably lower.

The Marion Chronicle says that the expense of caring for the poor of Grant county, including the infirmaries, Orphan's Home and insane, for the year ending May 31, 1894, was \$23,447, or about 50 per cent. of the total tax levied for the county revenue fund. Judging other counties by Grant, the Chronicle estimates that the poor and dependent of the State cost the taxpayers not less than three million dollars a year, without including the sums paid by local charitable organizations, lodges, benevolent societies and individuals. The estimate is a startling one, and suggests whether greater effort should not be made to lessen the causes or remove the sources of a burden that is so great and constantly increasing.

It will be noticed that the convention which renominated Mr. Martin for Congress did not declare vehemently for the free coinage of silver on the ratio of 16 to 1, but that Congress "should at all times provide for the coinage of a sufficient volume of money, consisting of gold and silver, in such amounts as the demands of business require." But where is Congress to get this gold and silver? How will the government purchase it if a larger volume than the country now has should be deemed necessary?

BUBBLES IN THE AIR.

In the Mill Pond. Miss Shiner—What do you think of young Mr. Frog? Miss Perch—Oh, he's awfully green. He doesn't know enough to come into the pond when it rains.

EXPERIENCED.

"Did Miss Fylype receive many proposals while at the seashore?" "Many? Why, geeving proposals got to be a habit with her. She got so she couldn't even hear a soda water bottle pop without exclaiming, 'This is so sudden!'"

ONE OLD LADY'S OPINION.

"Don't you think," asked the enthusiastic young man, "that the time is near at hand when wars will be no more?" "Goodness, no," exclaimed old Mrs. Jason. "War's about the only chance the men folks has to show that they air really any use."

THE DEMAND OF THE HOUR.

"Oh, why didn't I think of it before?" groaned the manager of the Tenthirty Dramatic Aggregation. "Why didn't you think of what?" "Of hiring an ice machine and giving the 'Frozen Heroine, or Lost in Alaska,' with real snow in the snow scene. 'What a graft that would be right now!'"

A MUNCIE SPECIAL TO THE INDIANAPOLIS.

News announces that Mrs. Kate Williams, nee Cox and Simpson, took morphine last night and died at noon to-day. This was a very ill-judged proceeding on the part of Mrs. Williams, but what the bewildered public would like to know is how she happened to be "neer."

KITTY CHEATHAM, AN ACTRESS, WAS MARRIED IN NEW YORK THE OTHER DAY, AND BECAUSE SHE DID NOT LIKE THE PERFORMANCY MANNER IN WHICH BISHOP QUINTARD PERFORMED THE CEREMONY SHE WENT AROUND THE CORNER WITH THE BRIDEGROOM AND HAD A METHODIST PREACHER DO IT OVER AGAIN. THIS IS ALL VERY KITTY IS QUITE CERTAIN THAT SHE WILL NOT NEED TWO DIVORCE DECREES WHEN THE TIME COMES.

It is due to Controller Truesler to say that the most important portion of his suggestion regarding the change in the method of raising the money to pay for street sprinkling was that it be secured by a general levy on the whole property of the city, as it is in many large cities, notably St. Louis.

It took the Boston Advertiser to discover that Mr. Carnot was "struck to the heart" when every one else supposed it was the liver. But history and fine editorial writing never did agree.

DICTATOR DEBS'S STRIKE.

The sympathetic striker is a sympathetic idiot, and he is making a life-size demonstration of the fact to pay for street sprinkling. The American Railway Union is sounding its own death knell in the present strike whenever it permits violence to mark its demands to force it to make an unjust fight against the public now and it is not within the range of possibility that it should win. Chicago later than Chicago.

The public are entitled to protection against such lawless and conscienceless interference with transportation facilities. The American Railway Union might, with precisely as much justice and pertinency, insist that Pullman cars should be run during the dark of the moon—Philadelphia Record.

The general opinion is that the movement was unreasonable and reckless. Its authors are regarded as hot-heads, swollen with a vain sense of the mischievous importance that they have unfortunately acquired and who may like a child playing with dynamite produce a very dangerous state of affairs—Chicago Herald.

THE RUTHLESSNESS WITH WHICH A MAN LIKE DEBS, DRUNK WITH AUTHORITY, TIES UP GREAT RAILROAD SYSTEMS TO A POINT IN WHICH THEY ARE ONLY REMOTELY CONCERNED, AND THE SPIRIT OF REVENGE WHICH IS THE ONLY ONE THAT ENABLES HIM TO DO IT, FORM ONE OF THE UGLIEST FEATURES OF THE LABOR SITUATION.

THE BOYCOTT OF THE PULLMAN CAR COMPANY BY THE RAILWAY UNION IS DESTINED TO FAILURE. THE AMERICAN PEOPLE DO NOT APPROVE OF THIS WEAPON, TO BEGIN WITH. IT INTERFERES WITH THE RIGHTS AND NECESSITIES OF A GREAT BODY OF PEOPLE. ITS USE INVOLVES UNLAWFUL OBSTRUCTION TO TRAVEL AND, LOGICALLY, LEADS TO VIOLENCE. NEW YORK WORLD.

It is only another illustration of the vicious management under which labor organizations so often make war upon the public, in the hope of coercing a particular employer. The employees do not claim that the railroad companies have treated them unfairly. War declared upon them upon the unoffending public in order to force the Pullman company to pay higher wages to the men at its shop in Illinois.

IT IS SUCH FOOLISH ATTEMPTS TO INVOLVE LARGE MASSES OF MEN IN DIFFICULTY THAT CAUSES SO MUCH POPULAR PREJUDICE AGAINST A CERTAIN CLASS OF LABOR ORGANIZATIONS. THE KRAUTS OF LABOR INDULGED IN THIS SORT OF THING TO THEIR LASTING SORROW, AND IT IS PREPOSTEROUS TO SUPPOSE THAT THE RAILWAY UNION, OR ANY OF THE HOT-HEADED SPIRITS WHO HAVE IMPELLED IT TO MAKE THIS MOVE, SHOULD BE ABLE TO DEMORALIZE THE ENTIRE RAILWAY SYSTEM OF THE COUNTRY.—PHILADELPHIA RECORD.

If Mr. Debs succeeds it will mean, in effect, that the manufacturing establishments of the country are to be taken from their owners and appropriated by unions for their own benefit, and, instead of the State controlling the agencies of production they will be directed by a half dozen irresponsible desperadoes, chosen by a small fraction of the population who have introduced their new socialistic regime into the country without any regard to the right of private property.—LOUISVILLE COMMERCIAL.

Public opinion will never sustain such a boycott. The union is a union of men, and it will be such that all men, except the immediate contestants, will join in putting down the boycotters and bringing to punishment those who stop trains of cars, upon the movement of which depends the bread of the whole community. We may expect and what is most to be desired is a battery of artillery at Grand Crossing, manned by officers like Mr. Rusk, which put down the mob at Milwaukee when Jerry Rusk was Governor.—NEW YORK EVENING POST.

ABOUT PEOPLE AND THINGS.

A French naturalist has hatched chickens from eggs which he has kept fresh for two years. To preserve the eggs he dips each in a solution of gum lac dissolved in alcohol. He was successful in hatching them.

A course of lectures on atheism was recently announced in Paris. When the hour for the first lecture arrived the audience was found to consist of one person, an Englishman.

All the private correspondence of the Empress of Russia, or rather all those letters which she writes with her own hands, are on a delicate, pink-colored paper. Just lately Morfiamin, the Russian minister, was seen with a letter in his hand, and the envelopes are long and narrow and entirely free from any heraldic emblazonment whatever.

The Shah of Persia is extremely fond of children. On the occasion of his last visit to England he changed to go down to Brighton, and those who were assembled to do him honor were greatly surprised to see him suddenly jump out of